



# AirportNews

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*Airport NEWS is a quarterly newsletter of the FAA Central Region Airports Division; providing airport managers and consultants with timely and useful information to help them serve their aviation customers. Suggestions and articles are welcome and may be sent to [mark.sedarous@faa.gov](mailto:mark.sedarous@faa.gov). If you require assistance with this document, please call (816) 329-2600*

**October 2012**

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## **Manager's Message**

It was great to see so many of you at the Four States Conference this year. As you know there has been a lot of focus on agency sponsored conferences and the FAA, like many other agencies, have cancelled some conferences while we examine our policies and procedures to ensure we are providing educational opportunities as effective and efficient as we can. After 29 consecutive years of an annual conference that brought all four of our Central Region states together to get the latest information on programs impacting airports, I am glad it did not have to come to an end.

With the close of FY 2012 on September 30<sup>th</sup>, we are already looking forward and preparing for FY2013. On September 29<sup>th</sup>, the President signed continuing appropriations resolution (H.J.Res. 117) that provides funding for the federal government through Wednesday, March 27, 2013. Our goal this FY for entitlement funded projects is to have all projects bid and grant application into our office by May 1, 2013. I encourage you to work closely with your FAA planner and engineer so that we can convert AIP funding into high priority development projects as quickly as possible.

We have been experiencing some bugs as we roll into the new Delphi e-invoicing drawdown system. We are trying to get these corrected as quickly as possible. Please continue to let us know of any problems you encounter. Please also make special note of the first article in the newsletter. It is a reminder of the required forms that must be submitted as part of the Delphi e-invoicing drawdown system.

Looking forward to a fantastic FY2013.

*Jim Johnson*  
*Manager, Airports Division*

## Financial Reporting on AIP Grants

In accordance with 49 CFR 18.41, sponsors are required to submit certain financial reports that summarize grant expenditures and the status of project funds. These financial reports must be collected outside of the Delphi eInvoicing system that is limited to grant payments and does not currently provide the full capabilities to manage financial reporting requirements.

All sponsors must prepare and submit financial reporting forms to the FAA Central Region:

- Within 90 days of the end of the fiscal year (in other words, by January 1) and
- At grant closeout

The forms to be submitted are:

- SF-425
- SF-271 or SF-270

For more information, go to [AIP Grant Payment and Sponsor Financial Reporting](#) Policy, Section 9.

## Condo Hangars

When you hear the term “condo hangars,” you think of a place where people taxi their airplanes into their hangars, then go upstairs to their living spaces. After all, a condo often is a place where we live, but condo hangars are not the same! A condo hangar is a term that may be used to describe a development of hangars on airport property. It recently has come to our attention that these “condo” style hangars are starting to emerge at some of the federally obligated airports in the Central Region. Let’s take a moment to discuss the do’s and don’ts of condo hangars.

The concept of condo hangars is simple: a developer comes to an airport, obtains a ground lease, builds hangars, and then leases them out to sub-tenants. Condo hangar developments are attracting a great deal of interest, likely due to the pricing structure for airport hangars compared to off-airport real estate and the increased storage opportunities these larger hangars often offer. To ensure that airports remain dedicated to airport purposes and sponsors in compliance with the conditions in federal aid programs, the Central Region recommends that airport sponsors adhere to the following leasing guidance:

### Leasing Guidelines:

- Leases should not be longer than 30 years – this is a standard rule of thumb to allow the investment to be amortized. The lease term certainly could be shorter, but should not be longer.
- Even with options or extensions, leases must not exceed 50 years. Long-term leases ultimately may be the equivalent of releases.
- Include a subordination provision in your lease. In other words, the ground lease should be subordinate to the airport sponsor’s rules, regulations, standards, policies, etc., and ensure the sponsor has the ability to maintain compliance with its federal obligations. Subordination should also apply to all subleases, assignments, and activities conducted on the leased property.
- Include a provision requiring sponsor approval of subleasing and assignments. This will mitigate potential unsafe or inappropriate hangar leases and activities.
- Include a provision for periodic rental rate adjustments.
- Subleases should never exceed the term of the master lease.
- Include a provision prohibiting residential dwellings and uses.
- Include a provision prohibiting non-aeronautical storage and activities.
- Include a provision allowing immediate rent increases when non-conforming conditions are discovered such as residential units, non-aeronautical storage, non-aeronautical activities, non-aeronautical commercial businesses, etc. until such time as the non-conforming condition is cured.

- The ground lease should be identified as aeronautical use on the ALP. Any non-conforming storage uses may jeopardize an airport sponsor's ability to be compliant with its grant assurance obligations, including #29, Airport Layout Plan, if the units are being used to store non-aeronautical items.
- Include a provision allows for termination of the lease by the sponsor if the lessee does not engage in corrective action as directed by the sponsor and/or FAA as appropriate.

#### Post Occupancy Guidelines:

- Once the hangars are built and the tenants move in, it is the airport sponsor's obligation to inspect the hangars on a regular basis to ensure the hangar is used for appropriate aeronautical uses.
- Non-aeronautical uses (e.g. storage of cars, excessive amount of furniture, workshops, non-conforming businesses, etc.) may trigger a compliance issue.
- Aircraft hangars constructed on airport property designated for aeronautical use and leased at an aeronautical rate, are intended to house aircraft and items that support aeronautical purposes. If one of these facts changes, the lease should provide for corrective action and the sponsor is responsible to ensure compliance.
- It does not matter who built the hangars. A privately developed hangar is not exempted from the airport's rules and regulations unless the terms and conditions reflect the non-aeronautical change in use.
- The bottom line is this: condo hangar developments should never be used as a residence or a storage unit for non-aeronautical items.

Keep in mind that it is the airport sponsor's responsibility to ensure any development leases or agreements adhere to airport development standards and comply with FAA grant assurance obligations. The developers you work with may be just that, developers, and not informed airport people. Take the time to open the lines of communication early – this will be your first step towards a successful project.

*Lynn Martin*  
*Compliance Specialist*  
*FAA Central Region*

## **AGIS Transition Policy**

The FAA Office of Airports has issued a policy memorandum entitled "[\*\*Airports Geographic Information System \(Airports GIS\) Transition Policy\*\*](#)" (8/23/12) that addresses when airport owners must use AGIS to acquire and submit aeronautical data. The following summarizes these requirements.

**Safety Critical Projects** - All airports must immediately comply with AGIS requirements for the following activities:

- Relocate or move a runway end or threshold
- Displaced threshold
- Extend, shorten or shift a runway
- Widen runway
- Add or modify stopway, clearway or EMAS
- Implement or modify declared distances
- New or revised Instrument approach procedures
- Install or relocate NAVAID (electronic or visual)
- Changes to airport elevation or airport reference point
- Airports currently listed as needing Surface Movement Guidance and Control System charts

**Non-Safety Critical Projects** – Airports must submit as-built data for non-safety critical projects based upon the following schedule:

<b>FY 2012</b>	Large and Medium Hub Airports
<b>FY 2013</b>	Small Hub Airports
<b>FY 2014</b>	Non Hub Airports
<b>FY 2015</b>	Non-Primary Airports certificated under Part 139 or with an ATCT

Non-safety projects include:

- Runway reconstruction (no geometric or dimensional change)
- Taxiway/apron construction or reconstruction
- Acquisition of airport land or easements
- Rehabilitation or installation of airfield lighting
- Construction of structure/building
- Installation of Fencing

Non-safety critical projects may or may not require a full AGIS survey per AC 150/5300-18. However, these projects must go through Airports GIS as an as-built data project. Such types of Airport GIS projects generally do not involve NGS data verification. The Sponsor's submission of the design or as-built data into AGIS represents the sponsor accepts the data as a true and accurate representation.

### **Grant Condition**

As part of the FAA's implementation of AGIS, Sponsors that receive AIP funding for projects that include acquisition and submittal of AGIS survey data must continue to collect such survey data under all future AIP funded projects. Each subsequent grant offer will include a specific grant condition that addresses this requirement

## **Revising Airport Aeronautical Information**

To assure the accuracy of FAA aeronautical databases, airport owners and operators must submit revisions to current aeronautical information to the FAA in a timely manner. To meet critical publication dates, Sponsors should strive to submit complete information to the FAA no later than the NFDC [cut-off dates](#). The cut-off date is typically six weeks prior to the publication date.

### **Method of Submittal**

Airport owner/operators must use the [NFDC portal](#) when submitting requests to update aeronautical information for their airport. For projects funded under the AIP, the project manager will not forward any request changes to NFDC. The only action the FAA project manager will take is to file a record of the request in the AIP project file.

There are two categories of changes, each requiring a different online form.

#### **1. Airport Data Modifications**

All modifications of airport data require the airport operator to complete and submit a NFDC [Airport Data Change Form](#) along with applicable attachments such as the marked-up 5010 and the as-built field survey.

#### **2. Airport Chart/Diagram Modifications**

All modification of airport charts and diagrams require the airport operator to complete and submit a NFDC [Aeronautical Chart Change Form](#) with applicable attachments such as a marked-up airport diagram. The preferred method of submission is in electronic format (PDF, TIF, JPG, or PPT). Please avoid submitting low-resolution documents such as that which result from faxing diagrams.

Additional information is available in section [AIP-1100](#) of the Central Region AIP Sponsor Guide

## Greenhouse Gas Reduction and Sustainable Construction Strategies for Airports - Free Webinar

A [TRB webinar](#) on October 10, 2012, from 1:00 PM to 2:30 PM Central Time will feature research conducted by the Airport Cooperative Research Program (ACRP) on reducing greenhouse gas emissions and implementing sustainable airport construction practices. There is no fee to register for this webinar and participants must register in advance. Accredited Airport Executives (A.A.E.) who attend this webinar may report 1.5 Continuing Education Units (CEUs). The American Institute of Certified Planners has approved this webinar for 1.5 Certification Maintenance Credits.

This webinar will explore findings from three ACRP reports from the following presenters:

1. [Kristin Lemaster, CDM](#)

[ACRP Report 56](#) : Handbook for Considering Practical Greenhouse Gas Emission Reduction Strategies for Airports

Ms. Lemaster will focus on the practical applications of her team's research and summarize strategies for how airport practitioners can identify, evaluate, prioritize, and implement practical, low-cost strategies to reduce and manage greenhouse gas emissions.

2. [Eugene Peters, Ricondo and Associates, Inc.](#)

[ACRP Report 42](#) : Sustainable Airport Construction Practices

Mr. Peters will focus on how airport practitioners can apply the research results in ACRP Report 42 to their circumstances. He will convey to the audience sustainable practices, methods, and procedures to follow if they are planning new airport facilities, and what materials that, if used during construction, may have a sustainable, positive economic, operational, environmental, or social effect.

3. [Greg Bertelsen, Pace Global](#)

[ACRP Report 57](#) : The Carbon Market: A Primer for Airports

Mr. Bertelsen's presentation will explore information on carbon and other environmental credit trading markets, and highlights the potential opportunities and challenges to an airport's participation in these markets.

## Initial and Refresher Aircraft Rescue Fire Fighting Training

The University of Missouri Fire and Rescue Training Institute (MU FRTI) will again conduct one Initial Aircraft Rescue Fire Fighting Training course and one Aircraft Part 139 Refresher Training Fires course the first week of November 2012. These courses are designed to meet some of the firefighting requirements under FAR Part 139.319 and are open enrollment.

### Courses

Aircraft Rescue Fire Fighting Initial Training 11/5-9/2012  
Columbia, MO, Course #CA13100

Aircraft Part 139 Refresher Training Fires, 11/8/2012  
Columbia, MO, Course #CA13101

### Fees

Aircraft Rescue Fire Fighting Initial course: Per person fee \$750

Aircraft Part 139 Refresher Training Fires: Per person fee \$400

## Course Information and Registration

These courses will be offered the first full work week after Memorial Day in June and the first full week in November annually. Airport personnel can add this to their calendar for planning ARFF initial and refresher training for their staff.

The Initial Aircraft Rescue Fire Fighting Initial Training course and Aircraft Part 139 Refresher Training Fires course will cover FAR Part 139 and AC 150/5210-17B "Programs for Training of Aircraft Rescue and Firefighting Personnel".

Personnel can register by faxing a [course registration form](#) to 573-882-0678. The form can also be scanned and sent to [frti@missouri.edu](mailto:frti@missouri.edu).





Attendees must bring NFPA approved Personal Protective Gear (PPE). This includes SCBA, spare air bottle, helmet with eye/ear protection, hood, coat, gloves, pants, boots and suspenders.

For additional information contact Mark Lee or MU FRTI staff at [frti@missouri.edu](mailto:frti@missouri.edu), 800-869-3476 or visit the [MU FRTI](#) website.

## **Need To Find an Airport Diagram - Fast?**

An often-overlooked feature of the FAA web site is the quick links located at the bottom of every FAA web page. Instead of searching through several web pages, users simply need to visit the bottom of any FAA web page to quickly access high interest publications such as:

- Advisory Circulars
- Airport Diagrams
- Airport Facility Directory
- Terminal Procedures

<b>FAA for...</b> Pilots Mechanics Other Aviation Professionals Travelers Educators & Students	<b>Aeronautical Navigation Products</b> <a href="#">Airport Diagrams</a> <a href="#">Airport/Facility Directory (d-A/FD)</a> <a href="#">Terminal Procedures (d-TTP)</a>	<b>Our Safety Culture</b> FAA Mission The Foundation of Everything We Do	<b>Visit FAA Mobile</b> Go
<b>Handbooks &amp; Manuals</b> Aircraft Aviation Examiner & Inspector	<b>NextGen Information</b> NextGen Performance Snapshots Why NextGen Matters	<b>Regulations &amp; Guidelines</b> Advisory Circulars Airworthiness Directives Federal Aviation Regulations (FAR) Orders & Notices Temporary Flight Restrictions	
<b>Forms</b> FAA Forms National Airports Forms	<b>Offices</b> Headquarters, Regional, & Field Flight Standards District Offices (FSDO)	<b>Other Popular FAA Sites</b> Airmen Inquiry Airmen Online Services FAA Registry Aircraft Inquiry FAA Safety Team Flight Delay Information SEE and AVOID	
<b>Aircraft Certificates</b> Type Certificate Data Sheets (TCDS) Supplemental Type Certificates	<b>Accidents &amp; Incidents</b> Accident & Incident Data Preliminary Accident & Incident Data		
			<b>Stay Connected</b>    

## Disadvantaged Business Enterprise (DBE) Information

### AMAC 2012 Airport Business Diversity Conference

This very beneficial conference was held this past June in St. Louis, MO. You may access select copies of FAA conference presentations at the FAA's Office of Civil Rights [DBE and ACDBE Training Conference](#) webpage.

The presentation [Common Misunderstandings & Mandatory Certification Training](#) addresses frequent misunderstandings and issues such as:

*Is there reciprocity between the SBA and the DOT?*

*Can the Sponsor's Overall DBE goal be applied to each project they undertake?*

*Does the FAA have to approve a Sponsor's project contract goals?*

*When establishing DBE goals, does the numerator only include certified DBE firms?*

*Since the DBE overall goal is now due every 3 years, does that mean the DBE accomplishment report is due every 3 years?*

*Can the Sponsors simply delegate DBE program responsibility to a consultant?*

*Is a contractor required to submit documentation of Good Faith Effort if the participation is Race-Gender neutral?*

*Can a Contractor count DBE participation for a firm that receives their certification after award of contract?*

*Can a public notice for the overall DBE program also serve as the public consultation?*

The answer to all of the previous questions is "No". Download the presentation to find out why.

### DBE Accomplishment Reporting

Sponsors who received an AIP grant in FY-2012 that required DBE participation must submit their annual DBE accomplishment report by December 1. This reporting deadline does not include the report for airport concessions, which are due by March 1, 2013.

To facilitate this reporting, Sponsors should use the U.S. DOT's [DBE Office Online Reporting System \(DOORS\)](#). The FAA Office of Civil Rights has prepared a [DOORS FAA Recipient User Guide](#) to assist sponsors with meeting their reporting obligation.

### Your Regional DBE Compliance Specialist

Feel free to contact Patricia Wright at 310-725-3955 or via email at [patricia.wright@faa.gov](mailto:patricia.wright@faa.gov)

## Procurement Requirements under the AIP

*This is the third of a series of articles that address Sponsor procurement requirements under the Airport Improvement Program. This article addresses "Methods of Procurement".*

To remain eligible under the Airport Improvement Program (AIP), a grant recipient's (Sponsor) procurement action must conform to the provisions established under Federal Regulation 49 CFR Part 18.36. A Sponsor agrees to comply with these requirements when they accept the FAA's offer of a grant. The provisions and procedures contained in 49 CFR Part 18.36 represent requirements the Sponsor must apply in their procurement actions in order to remain eligible for AIP funding.

### Small Purchase

Small purchase procedures provide the Sponsor with an expedient method of procuring equipment and small-scale construction projects. Small purchase procedures are relatively simple and informal procurement methods for securing supplies, construction services, etc. that do not cost more than the "simplified acquisition threshold" for public contracts, which is currently set at \$100,000 (41

U.S.C. 134). Please note in 2010, a similar small acquisition threshold for Federal acquisitions was raised from \$100,000 to \$150,000. This action did not affect the threshold established for public contracts under 41, USC 134.

When a Sponsor expects the cost of equipment and/or construction contracts to be less than \$100,000, they may consider using small purchase procedures. Since the selection of a procurement method is a factor in the FAA offer of an AIP grant, we request Sponsors contact the FAA project manager to determine if the small purchase method is suitable for your procurement action.

Sponsors must not construe the use of the small purchase method as an opportunity to waive fair and open competition. Sponsors may not preclude any interested bidder in participating in the procurement action. 49 CFR 18.36(d)(1) requires the Sponsor to obtain price quotations from an adequate number of qualified sources. Normally, this requires obtaining a minimum of two bid proposals.

Verbal solicitations may be acceptable for very small and simple procurements. For other than very small and simple purchases, the sponsor should develop a written solicitation that requires a written proposal by the prospective bidders. Sponsors must still develop appropriate contract specifications, safety plans and project plans for small-scale construction work. The project manual must incorporate all applicable Federal provisions.

Sponsors must fully document all small purchase solicitations and offers. This includes verbal solicitations and offers. The documentation should be in written or printed format and should include vendors/companies that did not express an interest in the procurement.

### **Competitive Sealed Bids**

Per 49 CFR Part 18.36(d)(2), the sealed bid method is the ***preferred method*** for development projects and equipment acquisitions. Under this method, the Sponsors publicly solicits for bids ultimately resulting in the award of a firm fixed price contract to the responsible bidder whose bid conforms with all material terms and conditions of the solicitation and is lowest in price. Use of this method does not require prior FAA approval.

The use of the sealed bid method requires the following conditions be met:

- Development of complete, adequate and reasonable specifications that convey the necessary characteristics and performance requirements for the development, equipment or services
- Two or more responsible bidders are willing and able to effectively compete for the award
- The Sponsor will base selection of the successful bidder principally on price

The use of the sealed bid method also requires the following:

- a) The Sponsor must publicly advertise the invitation-for-bids to maximize the interest by potential bidders to create a competitive bidding environment
- b) The Sponsor must provide a sufficient amount of time to permit preparation of proposals by prospective bidder
- c) The invitation for bid must clearly identify all requirements for the development, equipment or services that allow prospective bidders the ability to formulate their bid
- d) All submitted bids must be publicly opened at a time and place prescribed in the invitation for bids
- e) Sponsor must award a firm fixed contract to the bidder that submits the lowest responsive and responsible bid.
- f) When specified, the award of contract may be made on the basis of a life cycle cost analysis. The sponsor must make known all pertinent factors and considerations of the life cycle cost analysis as part of the invitation for bids.

## **Competitive Proposal**

The FAA may permit this method when procurement by sealed bids is not reasonable or appropriate. This includes projects that have significant variables and alternatives, which preclude preparation of definitive specifications in favor of performance specifications. The installation of Engineered Material Arresting Systems (EMAS) is an example of when a competitive proposal is appropriate.

Because the sealed bid method is a preferred procurement method, the use of a competitive proposal method requires concurrence from the FAA project manager. The sponsor shall prepare and submit their justification and rationale for selecting the competitive proposal method. If a Sponsor cannot adequately demonstrate why the sealed bid method is not feasible, the sponsor must use the sealed bid method.

The use of competitive proposals requires two or more offerors. While price is still a factor, it is not the only factor for the basis of award. Unlike sealed bidding, the competitive proposal method permits:

- Consideration of technical factors other than price;
- Discussion with offerors;
- Negotiation of contract price and other contract terms and conditions;
- Revision of proposals before the final contractor selection;
- Withdrawal of an offer at any time up until the point of award

The selection of an A/E consultant represents a unique competitive proposal where price is not a factor in the selection of the successful firm. Per the Brooks Act, procurement of professional services requires a qualification-based selection. The Sponsor evaluates qualifications of competing firms based on pre-established criteria. Sponsors negotiate price after they make a selection.

## **Procurement by Noncompetitive Proposals**

The FAA may permit a non-competitive proposal under certain conditions. This includes situations where procurement is infeasible under small purchase procedures, sealed bid or competitive proposals. A Sponsor desiring to use a non-competitive procurement must seek prior approval from the FAA. The sponsor must submit to the FAA their justification and rationale for using a non-competitive procurement. Two exceptions to the prior approval requirement are:

- 1) Change Orders that establish new contract items: This is a form of non-competitive procurement because a cost analysis is necessary to establish a fair and reasonable price as opposed to actual price competition. FAA approval of a change order is still necessary to establish AIP eligibility.
- 2) Acquisition of professional services that do not exceed \$10,000: Sponsors typically use this method to secure a firm to prepare independent cost estimates, legal sufficiency reviews, or audit services. Sponsor may not use this approach for design services.

## **Procurement Method versus Project Delivery Method**

A common misconception is that project delivery methods are procurement methods. These are actually two distinct processes. While there is no current industry accepted definition, a project delivery method is a process to design and construct a given project. Common delivery methods are:

- Design-Bid-Build (DBB) – The traditional method
- Design- Build (DB)
- Construction-Manager-at-Risk (CMaR)

Each one of these delivery methods incorporates one or more of the previous discussed procurements methods (i.e. sealed bid, competitive proposal, etc) when carrying out the project.

*Mike Rottinghaus, P.E.*

*Central Region FAA*

## Recently Revised or New FAA Publications (a select list)

### Advisory Circulars (AC)

- [AC 150/5150-2C](#) - Federal Surplus Personal Property Program for Public Airport Purposes
- [AC 150/5220-9A – Errata Sheet](#) – Aircraft Arresting Systems on Civil Airports
- [AC 150/5220-21C](#) – Aircraft Boarding Equipment
- [AC 150/5220B](#) – Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns
- [AC 150/5300-13A](#) – Airport Design (**A Must Read!!!**)
- [AC 150/5300-17C – Errata Sheet](#) - Standards for Using Remote Sensing Technologies in Airport Surveys
- [AC 150/5340-30G](#) - Design and Installation Details for Airport Visual Aids
- [AC 150/5345-53D, Airport Lighting Equipment Certification Program](#) – Includes revisions to certification program and October 2012 addendum to appendices 1, 3, and 4. (Note: This AC is updated the 15<sup>th</sup> of every month)

### Airport Improvement Program (AIP) -

- [AIP Buy American Nationwide Issued Waivers](#) – New format of national listing of equipment the FAA has issued a waiver to Buy American preferences
- [AIP Grant Payments](#)
  - [AIP Payment Policy and Financial Reporting Requirements](#) (pdf)
  - [DOT Delphi eInvoicing Training Materials](#)
  - [Office of Airports Grant Payment Policy Training Presentation for Sponsors and Consultants](#) (pdf)
- [Air Carrier Incentive Program](#)

### CertAlert

- [CertAlert 12-04](#) (pdf) - National Fire Protection Association (NFPA) Safety Alert about SCBA Face Piece Lenses (PDF)
- [CertAlert 12-05](#) (pdf) - FAA Safety Inspections of Joint Use Airport (JUA) Facilities Using Standard Operating Procedure (SOP) for Determining ARFF Compliance with Part 139 Requirements
- [CertAlert 12-06](#) (pdf) - Ground Vehicle Operations on Airports -- Increase in the Numbers of Vehicle/Pedestrian Deviations (V/PDs) and Runway Incursions (RIs) in the Last Two Quarters of FY 2012

### Passenger Facility Charge (PFC)

- [PFC Update 69-12](#) (pdf) - Implementation of Changes from the FAA Modernization and Reform Act of 2012

### Planning

- [Airports Geographic Information System \(AGIS\) Transition Policy for Non-Safety Critical Projects](#)

### Program Guidance Letters (PGL)

- [PGL 12-08](#) - Implementation of Changes from the FAA Modernization and Reform Act of 2012
- [PGL 12-09](#) - AIP Eligibility and Justification Requirements for Noise Insulation Projects
- [PGL 12-10](#) - AIP Grant Payment and Sponsor Financial Reporting Policy
- [PGL 12-12](#) - Initial Program on Airport Ground Vehicle Automatic Dependent Surveillance – Broadcast (ADS-B) Out Squitter Equipment

### Safety

- [Technical Guidance for Evaluating Selected Solar Technologies on Airports](#) – **NOTICE:** As of June 26, 2012, the FAA is reviewing Section 3.1.2 ("Reflectivity") of this guidance based on new information and field experience. All users of this guidance are hereby notified that significant content in this section may be subject to change, and the FAA cautions users against relying solely on this section at this time.

For a complete list of recently revised publications, please visit our website [News and New Resources for Airport Projects](#). To receive automatic e-mail notification of changes, users may click on the "Subscribe" option at the top of webpage.

## Calendar of Events

Date	Event
October 10, 2012	TRB Webinar: <a href="#">Greenhouse Gas Reduction and Sustainable Construction Strategies for Airports</a>
November 5-9, 2012	<a href="#">Aircraft Rescue Fire Fighting Initial Training</a> MU FRTI Course # CA13100 <a href="#">University of Missouri, Fire and Rescue Training Institute (FRTI)</a> Columbia, MO
November 8, 2012	<a href="#">Aircraft Part 139 Refresher Training Fires</a> MU FRTI Course #CA13101 <a href="#">University of Missouri, Fire and Rescue Training Institute (FRTI)</a> Columbia, MO
December 1, 2012	DBE accomplishment report due
December 31, 2012	FY-2012 <a href="#">Grant Financial Reports</a> Due <ul style="list-style-type: none"> <li>• SF-271</li> <li>• SF-425</li> </ul>
February 15, 2013	Request Sponsors submit all FY-2014 Capital Improvement Project (CIP) requests by this date